

CLASSIFICATION SECRETCOUNTRY East GermanyTOPIC Merseburg Airfield

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EVALUATION                      PLACE OBTAINED                     

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DATE OF CONTENT                     DATE OBTAINED                     DATE PREPARED 29 March 1955

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REFERENCES                     

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PAGES 2 ENCLOSURES (NO. & TYPE)                     REMARKS                     

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This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Merseburg airfield between 31 January and 16 February 1955:

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31 January to 3 February. No air activity was observed.

4 February. Between 0815 and 1400, individual local flights were made by MiG-15s or U-MiG-15s.

5 and 6 February. No air activity was observed.

7 February. Between 1640 and 2300, there were local flights by MiG-15s or U-MiG-15s.

8 February. No air activity was observed.

9 February. Between 1645 and 2300, night flying was practiced by swept-back jet fighters.

10 February. Between 1500 and 1530, 2 individual MiG-15s or U-MiG-15s made local flights.

11 February. Night flying was practiced from 1625 to 2200. A total of 18 MiG-15s or U-MiG-15s and 4 Yak-11s were counted on the landing field. The aircraft were arranged as follows:

4 MiG-15s of the alert flight parked at the eastern end of the runway  
14 MiG-15s between the hangars in the southeastern corner of the landing field

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4 Yak-11s north of the southern hangar.

All of the hangars were open and no aircraft seen in them.

12 February. At 1113, MiG-15 or U-MiG-15                      landed at the field.

13 February. One Li-2 landed both at 0300 and at 0600. The aircraft approached in the cone of the landing searchlight.

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14 February. Between 0830 and 2200, individual MiG-15s or U-MiG-15s fitted with auxiliary fuel tanks made local flights and cross-country flights, the latter lasting 40 to 60 minutes.

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15 February. Between 0830 and 1610, a number of MiG-15s or U-MiG-15s made local individual flights of about 10 minutes duration.

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16 February. No air activity was observed. <sup>1</sup>

2. Radio and radar installations.

On 15 February, the following radio and radar installations were again observed at the field:

The single-mast radio installation was in the approach lane and the umbrella-type antenna at the eastern edge of the landing field, 50 meters northwest of the point where the Gerichtsrain terminates into Lauchstaedter Strasse. The umbrella-type antenna was put up only on a few days and its altitude varied between half of its height, three quarter height and full height.

The Dumbo-type set was located in the southeastern corner of the field at the same site where the Kniferest-type set had formerly been seen. A single-mast radio installation with an unidentified antenna was observed 40 to 50 meters northeast of the Dumbo-type set and an umbrella-type antenna was 40 to 50 meters southeast of the Dumbo-type set. Two to 4 radio trucks were parked near the 3 sets.

A Token-type set was still observed in the northern section of the field and a mast about 15 meters high near the main guardhouse. An umbrella-type antenna about 6 meters high was observed 150 northwest of the main guardhouse. Another umbrella-type antenna was located east of the vinegar factory. A 5-mast radio installation was established just west of the flight control station. An additional 3 or 4 radio trucks with rod antennas were parked on the landing field during air activity. These radio trucks were parked either near the alert formation or in the middle of the landing field between the runway and southern taxiway. During air activity, 1 fire truck, 3 tank trucks and 3 to 5 additional motor vehicles were usually parked at the take-off point. <sup>2</sup>

3. Fuel shipments observed arriving in February included 4 tank cars on 4 February, 6 on 11 February.

4. [REDACTED]

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1. [REDACTED] Comment. It is believed that Merseburg airfield is still occupied by 1 fighter division headquarters and 1 fighter regiment; only little air activity was observed and 18 MiG-15s or U-MiG-15s and 4 Yak-11s were counted on the landing field. The MiG-15 numbers have previously been observed in Merseburg. <sup>25X1</sup>

2. [REDACTED] Comment. An additional Fishnet-type radar set was previously observed in the southeastern corner of the field. A single-mast installation with a single mast antenna was observed for the first time at this site. All other radio and radar installation have previously been confirmed. [REDACTED]. The 3 radio trucks parked in the middle of the landing field were also observed at other airfields. They possibly represent the radar landing aid which has been expected for quite some time. [REDACTED] <sup>25X1</sup>

3. [REDACTED] Comment. Motor vehicle [REDACTED] are reported for the first time. All motor vehicle numbers have previously been observed in Merseburg. <sup>25X1</sup>

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